

EXHIBIT “C”

Stated Meeting
March 30, 2017

Page 1

COUNCIL OF THE CITY OF PHILADELPHIA
STATED MEETING

Room 400, City Hall
Philadelphia, Pennsylvania
Thursday, March 30, 2017
11:00 a.m.

PRESENT:

COUNCIL PRESIDENT DARRELL L. CLARKE
COUNCILWOMAN CINDY BASS
COUNCILWOMAN JANNIE L. BLACKWELL
COUNCILMAN ALLAN DOMB
COUNCILMAN DEREK S. GREEN
COUNCILMAN WILLIAM K. GREENLEE
COUNCILWOMAN HELEN GYM
COUNCILMAN BOBBY HENON
COUNCILMAN KENYATTA JOHNSON
COUNCILMAN CURTIS JONES, JR.
COUNCILMAN DAVID OH
COUNCILMAN BRIAN J. O'NEILL
COUNCILWOMAN CHERELLE L. PARKER
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ
COUNCILWOMAN BLONDELL REYNOLDS BROWN
COUNCILMAN MARK SQUILLA
COUNCILMAN AL TAUBENBERGER

MICHAEL A. DECKER, CHIEF CLERK

- - -

Stated Meeting
March 30, 2017

Page 49

1 3/30/17 - STATED - PUBLIC COMMENT

2 better sustainable future.

3 Put a moratorium on this
4 project if you must while we craft this
5 future, but in fairness, you must
6 grandfather, without condition, current
7 permit holders.

8 Thank you.

9 COUNCIL PRESIDENT CLARKE:

10 Thank you for your testimony, sir.

11 CHIEF CLERK: Deen Kogan.

12 Deen Kogan.

13 (Witness approached podium.)

14 MS. KOGAN: Hi.

15 CHIEF CLERK: Commenting on

16 170093.

17 MS. KOGAN: It's a lady, not a
18 man.

19 I have lived on the 200 block
20 of Delancey Street for 50 years. We've
21 had a wonderful neighborhood. Parking
22 has always been a problem. I have
23 pictures of 4 o'clock yesterday on my
24 block, big empty spaces. I thought the
25 ordinance called for two spots, either

Stated Meeting
March 30, 2017

Page 50

1 3/30/17 - STATED - PUBLIC COMMENT

2 handicapped or electric or whatever. We
3 have three. And in my neighborhood, my
4 immediate neighborhood, Second Street,
5 Delancey, Pine, we have over nine spaces.
6 It's caused a tremendous amount of
7 contention in the neighborhood.

8 I don't understand, and nobody
9 has been able to explain to me, how
10 public land has been given to private
11 owners. One of our electric car owners
12 had a neighbor towed because they
13 happened to park in his spot. I've been
14 threatened, because I have a big mouth.

15 I really appreciate the fact
16 that City Council is looking into this,
17 Councilman Squilla, Councilman Oh, and
18 everybody else. I hope this is just the
19 beginning, and I really hope that this
20 ordinance will be overturned completely.
21 There's no justification for it.

22 My attorney says that we are in
23 violation of the ADA Act. I have a
24 couple on my block that I'm speaking for
25 who need a handicapped space and they

Stated Meeting
March 30, 2017

Page 51

1 3/30/17 - STATED - PUBLIC COMMENT

2 need it terribly. They can't get it. I
3 don't know what else to say. I don't
4 know what else to do, but I sincerely
5 hope that these people are not
6 grandfathered in for their lifetime.
7 It's not fair and it's not what
8 Philadelphia should be about.

9 If you have any questions, see
10 me later.

11 COUNCIL PRESIDENT CLARKE:

12 Thank you for your testimony, ma'am.

13 CHIEF CLERK: Roseanne Loesch,
14 commenting on 170093.

15 (Witness approached podium.)

16 MS. LOESCH: It's hard to
17 follow that act.

18 I am actually -- you are in my
19 district.

20 My name is Roseanne Loesch and
21 I am President of Society Hill Civic
22 Association, which represents over 5,000
23 residents. Thank you, Council President
24 Clarke and Council and especially
25 Councilman Oh, for this opportunity to

Stated Meeting
March 30, 2017

Page 52

1 3/30/17 - STATED - PUBLIC COMMENT
2 testify on behalf of the electric vehicle
3 charging station moratorium bill, and I'd
4 like to thank our District Councilman,
5 Mark Squilla, who has strongly supported
6 us in trying to correct the current
7 situation.

8 Society Hill Civic Association
9 strongly supports the increase of clean
10 vehicles in the City, and we also support
11 this proposed moratorium on new electric
12 vehicle parking spaces and looking into
13 the question of grandfathering spaces,
14 which was raised today.

15 Our neighborhood in particular
16 has had a disproportionate amount of the
17 total permits issued for this purpose.
18 In Councilman Squilla's district, there
19 has been about 75 percent of the permits
20 issued, and our residents have let us
21 know loud and clear that the
22 appropriation of a public good for
23 private use cannot and should not
24 continue.

25 As you all must be aware, under

Stated Meeting
March 30, 2017

Page 53

3/30/17 - STATED - PUBLIC COMMENT

the current practice, in theory, any electric vehicle can park and use a recharger installed in front of a private home. However, in practice, no other electric vehicle owner but the homeowner who installed the recharger has access to it. So essentially this amounts to one individual getting a permanent personal parking space on a public street.

In our review of other cities in the United States, no other city essentially gives away the extremely valuable commodity of a reserved parking space to an individual homeowner.

The fee the City charges for this privilege is a tiny fraction of the price of renting a monthly parking space in Center City Philadelphia. And allowing these vehicles to park at night only is the worst time of day for trying to find a parking space in our neighborhood. So that does not solve the problem.

I urge Council to pass this

Stated Meeting
March 30, 2017

Page 54

1 3/30/17 - STATED - PUBLIC COMMENT

2 bill, and I welcome any questions you may
3 have from Council.

4 Thank you.

5 COUNCIL PRESIDENT CLARKE:

6 Thank you so much for your testimony.

7 CHIEF CLERK: Mary Pisculli,
8 commenting on 170093.

9 (Witness approached podium.)

10 COUNCIL PRESIDENT CLARKE: Good
11 morning.

12 MS. PISCULLI: Good morning,
13 Councilmembers. My name is Mary
14 Pisculli. I come to ask you to please
15 preserve the electric vehicle parking
16 space program as it was written for all
17 current and approved EV space holders.

18 I'm a proud supporter of the
19 City of Philadelphia's green initiatives,
20 and I share the concern of many about our
21 air quality, our proximity to I-95, and I
22 sincerely appreciate the Council's
23 efforts to green the entire city.

24 We purchased an electric
25 vehicle in October of 2016 after years of

Stated Meeting
March 30, 2017

Page 56

3/30/17 - STATED - PUBLIC COMMENT

what these costs were. My electric vehicle cost \$22,000 more than the non-electric equivalent. I followed the spirit and the letter of the law in selecting my vehicle. Like many others on the market, it is not compatible with a DC fast charger. My vehicle's usage and my reason for buying it are not compatible with only nighttime charging or restricted daytime charging.

With restricted charger access, I would not and could not have purchased my vehicle, which I did only a few months ago. There are other EV owners that have the same concerns of short battery time and need to frequently charge. There is no industry standard for battery size, battery range or even charger compatibility, which I know frustrates your ability to create a public infrastructure. This means policy cannot be retroactively changed as it can't accommodate the spectrum of EVs that already have been purchased in keeping

Stated Meeting
March 30, 2017

Page 57

1 3/30/17 - STATED - PUBLIC COMMENT

2 with the law. Going forward, you may be
3 able to influence that.

4 Any change to the ordinance
5 after we have adopted it is wholly unfair
6 and will penalize us and other EV owners
7 who adopted the City's green initiatives
8 at considerable personal expense and
9 sends a terrible message about the City's
10 commitment to green initiatives in the
11 future.

12 To comment on what was said
13 before, I live on the 100 block of
14 Delancey. I am the only electric vehicle
15 on that block, where four were eligible.
16 There are a couple of open spots on our
17 street every day for parking. Day
18 parking is not the issue. I also know
19 that this is not private land. It does
20 not increase my property value. It is
21 not transferable.

22 Having said that, someone
23 parked in our charger spot yesterday and
24 was still there as of 9:30 this morning,
25 without a ticket.

Stated Meeting
March 30, 2017

Page 58

1 3/30/17 - STATED - PUBLIC COMMENT

2 COUNCIL PRESIDENT CLARKE: Can
3 you wrap it up, ma'am.

4 MS. PISCULLI: Thank you. I
5 just ask you to please embrace the
6 initiative that we embraced in good
7 faith.

8 Thank you.

9 COUNCIL PRESIDENT CLARKE:
10 Thank you, ma'am, for your testimony.

11 CHIEF CLERK: Brian Egan,
12 commenting on 170093.

13 (Witness approached podium.)

14 COUNCIL PRESIDENT CLARKE: Good
15 morning.

16 MR. EGAN: Good morning,
17 Council. My name is Brian Egan. I am
18 here today requesting that you reject
19 proposed Bill 170093. In short, the
20 proposed bill disparately treats those
21 who have expended significant time and
22 resources to participate in
23 Philadelphia's novel charging station
24 program as compared to other similar
25 programs offered by the City.

Stated Meeting
March 30, 2017

Page 59

1 3/30/17 - STATED - PUBLIC COMMENT

2 In addition, the proposed hours
3 restriction on electric vehicle parking
4 does little to curb parking problems,
5 which are generally present at night, not
6 during the day, and punish those who rely
7 on their ability to charge their vehicle
8 throughout the day.

9 A comparison that has been
10 missed in this process is, one, The
11 Philadelphia Code, Section 12-918,
12 entitled "Parking for Auto Sharing
13 Organizations." That section of the code
14 permits for-profit companies, including
15 Enterprise and Zipcar, to pay \$150 a year
16 for a street-side parking spot that is
17 reserved for the exclusive use of a
18 single ride-share vehicle. These
19 ride-sharing programs are designed such
20 that the reserved spot is for the
21 exclusive use of only a single vehicle.
22 That is, a member of the ride-sharing
23 program that chooses to use the vehicle
24 must return that vehicle to the same
25 exact spot. This means that any time the

Stated Meeting
March 30, 2017

Page 60

1 3/30/17 - STATED - PUBLIC COMMENT

2 vehicle is in use, the parking spot
3 remains vacant and no other vehicle can
4 park in that spot, not even other
5 ride-sharing vehicles.

6 These cars can be rented hourly
7 or by the day, meaning that extensive
8 periods of time may lapse with the spot
9 remaining vacant. Yet the City takes no
10 issue with these vacancies and affords
11 for-profit companies exclusive rights to
12 these parking spaces even when some or
13 all residents in the block are not
14 members of these ride-sharing programs.

15 By comparison, the electric
16 vehicle charging station program requires
17 the same annual expenditure from
18 participants, \$150 for space in Center
19 City, but also requires a significant
20 cost up front, which runs upwards of
21 \$4,000 for installing the charging
22 station, plus the cost of the vehicle
23 itself. The participants and pending
24 participants are all residents and who
25 personally absorb the installation cost

Stated Meeting
March 30, 2017

Page 61

1 3/30/17 - STATED - PUBLIC COMMENT
2 total less than 70 citywide. Zipcar
3 alone had over 400 vehicles parked
4 throughout Philadelphia as of June 2015.

5 In contrast to these reserved
6 spaces, the electric vehicle parking
7 spots are not for the exclusive use of a
8 single electric vehicle. Any electric
9 vehicle can park in these spots, but
10 somehow it is the electric vehicle
11 program that is being singled out by the
12 City for its exclusivity to the detriment
13 of those who invested in it. Other
14 programs, including the for-profit
15 ride-share program that dedicates a
16 reserved parking space to a single
17 vehicle, remain intact.

18 I urge the Council to take this
19 point into consideration when evaluating
20 the merits of Bill No. 170093. The bill
21 should be rejected and those current
22 permit holders of electric vehicle
23 parking spaces should be grandfathered
24 under the program as originally
25 implemented.

Stated Meeting
March 30, 2017

Page 62

1 3/30/17 - STATED - PUBLIC COMMENT

2 Thank you.

3 COUNCIL PRESIDENT CLARKE:

4 Thank you for your testimony, sir.

5 CHIEF CLERK: Jack Cassidy,
6 commenting on 170093.

7 (Witness approached podium.)

8 MR. CASSIDY: Good morning,
9 Council.

10 COUNCIL PRESIDENT CLARKE: Good
11 morning.

12 MR. CASSIDY: I'm an electric
13 vehicle owner with an electric vehicle
14 parking spot.

15 Sorry.

16 As I stated, I'm an electric
17 vehicle owner with an electric vehicle
18 parking spot. I also live in Council
19 President Clarke's district.

20 I want to give you -- and I
21 urge Council to vote no on this bill
22 that's going to restrict our use of
23 parking from 6:00 p.m. 6:00 a.m.

24 I just want to give you an
25 example of for me how it will adversely

Stated Meeting
March 30, 2017

Page 63

1 3/30/17 - STATED - PUBLIC COMMENT

2 affect my use of my car. I purchased
3 this car about a year ago, and I'm sure
4 all the other electric car owners will
5 have similar examples, but I'm going to
6 give you my example.

7 As I stated, I have a fully
8 electric car, not a hybrid. And if I
9 visit my daughter in Langhorne, PA, then
10 return home, I would be completely out of
11 electric when I come home. And if
12 somebody is parking in the spot for the
13 entire day, I would not be able to use
14 that charger until 6:00 p.m., and this is
15 going to restrict my ability to get
16 around if I want to go out that evening.
17 So that's a real problem for me, and it
18 could be problems for everybody else.

19 As you know, electric vehicle
20 owners made a large investment in this
21 program, and I just want to give you an
22 example. As was stated before, electric
23 vehicles do cost 3,000 to 5,000 more than
24 combustion engine cars. The electric
25 installation and the charger was over

Stated Meeting
March 30, 2017

Page 64

1 3/30/17 - STATED - PUBLIC COMMENT
2 \$3,500. The application just to get into
3 the program was \$50. There is also a fee
4 of \$150 that I had to pay for installing
5 the "electric vehicle only" signs. And
6 then every year there's a \$75 renewal
7 fee, which I just paid on March 1st.

8 Now, if this amended bill is
9 passed, I will have to purchase a permit,
10 because my street has permit parking. So
11 that's going to be another whatever it
12 is, \$20 or \$30.

13 As you know, electric car
14 owners purchase cars because they like
15 clean air and they care about the
16 environment. We followed the rules of
17 the program as currently posted and
18 should be grandfathered under the current
19 rules. Any amendment to the rules should
20 apply to all new applicants.

21 Thank you.

22 COUNCIL PRESIDENT CLARKE:
23 Thank you for your testimony.

24 CHIEF CLERK: Robert Curley,
25 commenting on 170093.

Stated Meeting
March 30, 2017

Page 65

1 3/30/17 - STATED - PUBLIC COMMENT

2 (Witness approached podium.)

3 MR. CURLEY: Good morning and,
4 again, thank you, Council, for allowing
5 this testimony. I'm here today on behalf
6 of the Crosstown Coalition, which is a
7 coalition of 23 neighborhood civic
8 associations.

9 The Coalition membership voted
10 to support Philadelphia City Council Bill
11 17009301 amending Section 12-1131 of The
12 Philadelphia Code. The 23 members were
13 asked on March 23rd to vote yes or no in
14 support of the bill. In that short
15 turnaround period, 20 associations
16 voted - 14 favored the bill and two voted
17 against it, and four abstained because
18 they could not convene a board vote in
19 the time period allowed.

20 The members who voted in favor
21 agreed to the following statement: The
22 advent of practical electrical vehicles
23 is full of promise for cleaner air and
24 reduced dependence on non-renewable fuel
25 sources. Their increased use should be

Stated Meeting
March 30, 2017

Page 66

1 3/30/17 - STATED - PUBLIC COMMENT

2 strongly encouraged.

3 However, the use comes with one
4 major drawback. In a dense urban core
5 lacking driveways or garages, where do
6 you plug them in? Providing
7 infrastructure to recharge electric
8 vehicles encourages their use.

9 The current practice in
10 Philadelphia is to reserve on-street
11 parking spaces for the exclusive use of
12 one electric vehicle. The Streets
13 Department may designate a space for an
14 electric vehicle without consent of the
15 adjacent neighbors and prohibit
16 non-electric vehicles from parking in
17 that space. There are currently no time
18 limits on the electric parking spaces.

19 This practice has its
20 consequences. Reserving an on-street
21 parking space effectively turns a public
22 asset into a private one, reducing the
23 availability of on-street parking for
24 non-electric vehicles in the
25 neighborhoods where demand for on-street

Stated Meeting
March 30, 2017

Page 67

1 3/30/17 - STATED - PUBLIC COMMENT
2 parking exceeds supply. The adverse
3 effects are exacerbated if there's more
4 than one electric vehicle designation on
5 a block or when combined with handicapped
6 parking and other restrictions.

7 Current practices may also have
8 a natural limit on how many spaces can be
9 designated and even breed resentment
10 among neighbors who own non-electric
11 cars. Over time both only serve to
12 discourage electric vehicle usage.

13 The Crosstown Coalition
14 supports the proposed moratorium on new
15 electrical vehicle parking spaces
16 provided that City Council and the
17 Streets Department investigate best
18 practices for electric vehicle
19 infrastructure and recommend workable
20 alternatives to 24/7 on-street parking
21 designation that balances the needs of
22 all City residents. The Coalition
23 welcomes the opportunity to discuss this
24 matter further with any Councilmembers.

25 Thank you.